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Many pressing help problems can be solved by reference to to-day's Situation Wanted advertisements in THE NEW YORK HERALD—Adv.

SPEEJACKS' OWNER CRIES 'NEVER AGAIN'

Gowen Sought Adventure and Got It, but Doesn't Recommend It.

'ALL IN' FROM VOYAGE

Wife Brings Yacht Into Port After 16 Months Circling World.

MET GASOLINE DELAYS

Ninety Foot Power Boat Was Once Towed 3,000 Miles in Record Trip.

Albert Younglove Gowen of Chicago spent yesterday at the Hotel Biltmore receiving congratulations upon his record breaking voyage around the world in the ninety-eight foot gasoline motor yacht Speejacks. He had hardly recovered his land legs when telephone calls began to pour into his apartment from publishers and motion picture companies requesting the rights for stories and films of the cruise.

The Speejacks arrived shortly after 11 o'clock at the landing of the New York Yacht Club in East Twenty-third street after having completed more than 35,000 miles since leaving this port. The cruise would never have been achieved, its owner frankly admits, unless extraordinary fortune had not followed the vessel; and he added: "I was looking for adventure and I got it. I'd never do it again and I don't believe anybody would be foolish enough to attempt it. I'm all in."

Many of the adventures through which the yacht and her company passed were interestingly described by Mrs. Gowen in a dispatch from Norfolk, Va., published by THE NEW YORK HERALD last Friday morning, while the Speejacks was at that port preparing for the last leg of the voyage.

It was just sixteen months, less ten days, since the Speejacks left anchor at West Eighty-sixth street. She was easily recognized by the harbor shipping as she slipped by the Hook at about 8 o'clock yesterday morning, and she was greeted all the way up the harbor. A number of friends and many interested in the yacht had gathered on the pier at Twenty-third street and they cheered heartily as the yacht slowly slid alongside the pier and ran to grab the lines as they were cast ashore.

Engines Never Missed.

Mrs. Gowen, dressed not as a sailor, but ready to step ashore, was at the wheel and by her side stood her husband. The Speejacks carried the burgee of the Cleveland Yacht Club, of which Mr. Gowen was at one time commodore, on the jack staff on the bow, the burgee of the Adventure Club at the masthead and the United States Yacht ensign at the stern. She looked battered and worn, and why shouldn't she? She had battled with storms and seas in all parts of the world, but she had weathered them all, and a little paint and some varnish will make her as dainty as when she left her builders' plant at Morris Heights in the summer of 1921.

Among those on the pier were Mrs. Burton Holmes, Clement G. Amory and William J. Parslow of the Consolidated Shipbuilding Corporation, builders of the yacht; George W. Coddington and A. G. Griese, representing the Winton Company; C. F. Chapman of the race commission of the American Power Boat Association, and a regiment of photographers, many working moviecameras. As soon as the yacht was made fast Mr. and Mrs. Gowen invited their friends on the yacht and they were able to inspect the vessel. The engines, two Winton 260 horse power each, were still running, and Mr. Gowen and Engineer Jones, who has been on all the Commodore's yachts, said that since they started those engines had never faltered and never missed. Some small power craft, notably the Grayson and the Whorl, have crossed the Atlantic, but until the Speejacks no yacht of her size, driven by gasoline engines, had gone around the world.

The Speejacks is 98 feet long on deck, 80 feet on the water line, 17 feet wide and about 8 feet draught. She is planked with teak and copper bottomed and in addition to her two engines which drive her and two small auxiliaries for lighting, heating and other purposes, she has good freeboard, a pilot house and dining saloon on deck forward, but this house is not high. The yacht was carefully planned to do just what she has done. She carries one mast, chiefly for signalling, but on this she can set a jib and staysail, which sails were used mainly to stabilize the yacht and steady her in a seaway.

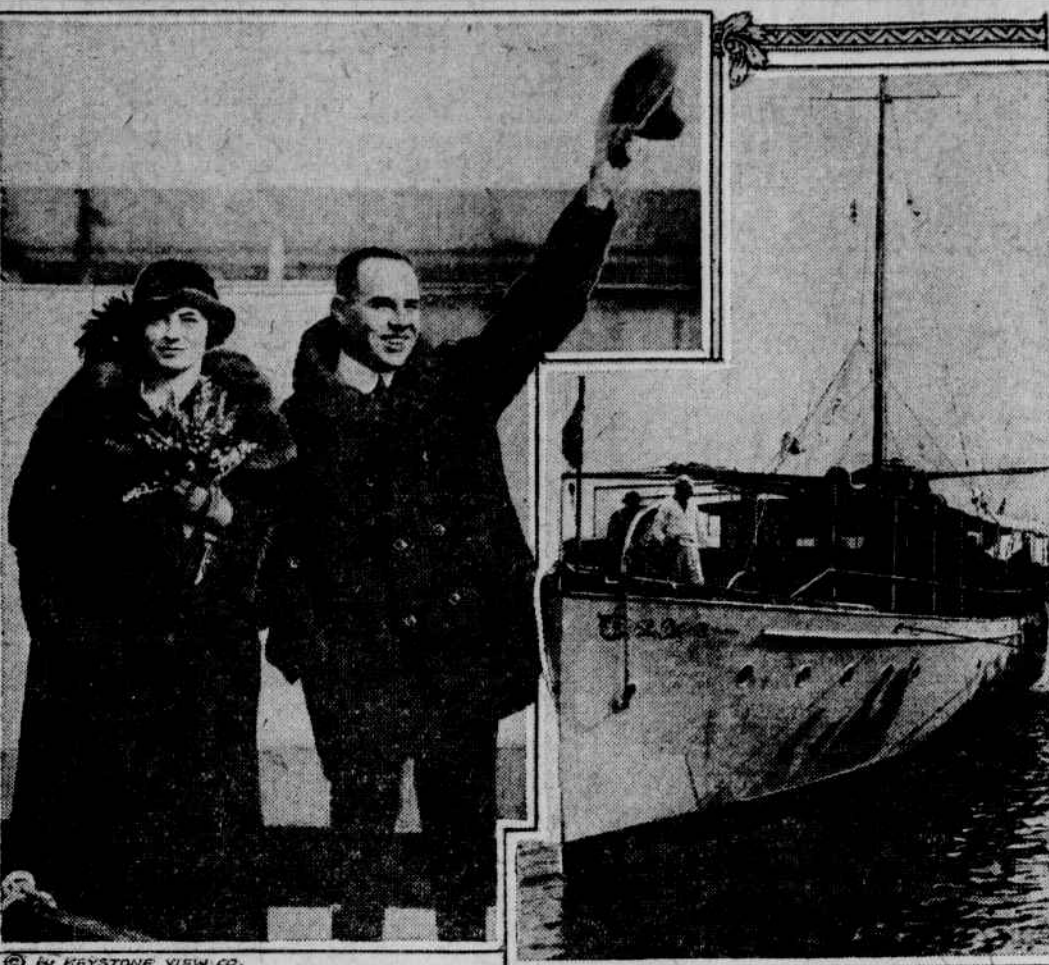
Delayed by Gasoline Supplies.

Mr. and Mrs. Gowen did not keep to the ordinary tourist beaten path, but explored uncharted coasts and crossed vast stretches of water considered un-navigable to any except the stoutest vessels. In crossing the Indian Ocean, for example, from Batavia, Java, to Aden, in Arabia, the cruise had to be broken by a stop at the Seychelles Islands in order to replenish the supply of gasoline. The islands are on an unfrequented lane of travel and consequently had no provisions for fitting out a motor yacht with fuel. Gasoline, therefore, had to be shipped from the station at Capetown, South Africa. Likewise, during other stops Mr. Gowen was forced to contract many months ahead for his gasoline supply and was often retarded by the non-arrival of trading schooners used for transportation.

Mr. Gowen paid tribute to the courage and heroism of his wife, Jean, without whose inspiration, he said, the voyage might not have been successfully achieved. During perilous times at sea, he said, she kept up the spirits of the party, and in many a tight place in the central islands that were visited her absence of fear brought her safely through trying experiences.

Mr. Gowen and his party did not start out to do a "stunt." The idea of taking a trip around the world came to him, he said, after his doctor had ordered him to take a long rest for the sake of his health. He had always been interested in yachting and he saw no reason why a motor boat should not encircle the world, although the feat had

Mr. and Mrs. Gowen Here After World Tour on Power Yacht



The Speejacks, smallest gasoline boat that ever circled the globe, as it appeared yesterday moored off the New York Yacht Club's East Twenty-third street landing, and the owner and his wife greeting the city, which they had not seen in nearly sixteen months, since the start of their 35,000 mile trip.

never been attempted before. He took along Mrs. J. Ingraham, a moving picture operator who had had considerable travel experience as an operator with Burton Holmes, and a crew of seven men, mostly recruited among college graduates, with a desire to see the world.

These were gradually dropped in the ports of the world and when the Speejacks docked in New York yesterday only two members of the original crew were on board. These were Lewis, the engineer and William Soubey, the steward. Mr. Gowen had three different captains on the voyage, the last one being Capt. Christian Holmes, who took the boat across the Atlantic on the return voyage. He was picked up in Mar-selles from the training ship Newport.

Towed for 3,000 Miles.

Mr. Gowen had always wanted to make a voyage around the world and when his doctors told him that he must take a rest and a long one he and Mrs. Gowen decided on this trip and planned at once to make it. The yacht had to be built and while it was building the library was arranged and arrangements made for getting from port to port. The Speejacks can carry in her fuel tanks 3,000 gallons of gasoline. At times she carried 1,500 gallons in this on deck, but that is always a very hazardous undertaking. With this fuel she could make about 3,000 miles, so that should a run exceed that distance she would be unable to reach her destination without other help.

The longest run she made was from Panama to Tahiti, 4,500 miles. She could not do this under her own power, so she was towed for more than 3,000 miles by a freighter and while being towed she experienced her first hard storm. She had a powerful wireless, but for several days no word was received from the yacht and in this country it was feared that she had been lost. Speejacks picked up a message sent to all vessels on the Pacific. "Have you heard anything of Speejacks?" To which the reply was sent, "Think we are safe. This is Speejacks."

"Now that the trip is ended," said Mr. Gowen, "I will say that I am glad to have had the experience but I would not do it again for anything. We have had a great share of good fortune and, several times when the storms seemed to be about to end our journey they eased up and we were safe. Ordinarily we could make 220 to 240 nautical miles a day but at times we were far below that. Our worst passage was through the Red Sea. The trip from Aden to Alexandria is 1,400 miles and it took us fourteen days. The thermometer registered 114 degrees in the shade. Our best run was from the Cape Verde Islands to Porto Rico, 1,600 miles in twelve days. Our last run from Norfolk was a bad one and a cold. Two 10,000 ton freighters were at anchor at Norfolk waiting for the storm to ease when we put out."

Albert Younglove Gowen is 39 years old and his wife, Jean Gowen, is 29 years old. They have been married four years. The commodore was educated at St. Paul School, Concord, N. H., and at Harvard and he is vice president of the Lehigh Portland Cement Company.

The Speejacks as soon as Commodore and Mrs. Gowen stepped ashore started off for her builder's plant at Morris Heights where she is to be overhauled and laid up. Commodore and Mrs. Gowen went to the Biltmore and will go on to Chicago on Thursday.

ANCIENT SUPERSTITION

In parts of Italy, it is customary to eat beans on the anniversary of the death of a friend.

This is evidently the survival of an ancient superstition prevalent among the Romans.

They believed that beans had the power to drive away evil demons.

Well, they are driving away the little demon of hunger at CHILDS every day.

Baked beans, New York or Boston style—a quality dish rich in iron, lime and vitamins.

Childs

SHIP GOES OUT OF HER WAY TO LET SKIPPER 'SEE' BRIDE

Capt. Cavalcanti Greets Wife With Binoculars and Waving Arms on Rio Route—They Will Be United After Christmas.

Capt. A. P. Cavalcanti of the steamship Barbacena, youngest skipper in the Lloyd Brasileiro fleet, was married recently in Rio but could not take his wife honeymooning aboard his ship because of the Brazilian regulations. He sailed to Florida and recently headed back for Rio. He had learned meantime that he had been made agent of the line here and he sent the glad tidings to his bride. She packed her things and boarded the Lamport and Holt liner Vauban, which arrived yesterday from Rio.

On the way up the Vauban got into wireless touch with the Barbacena, which the other way and Mrs. Cavalcanti asked Second Officer Blessing, who was in charge of the bridge, to please steer a course that would bring her near her husband's ship. He regretted that he

DR. COPELAND SEES SEA AS CITY'S FOOD SOURCE

Speaks at Dinner of Fisheries Association.

New York, with its rapidly growing population, some day must look to the sea for a large share of its food, according to Dr. Royal W. Copeland, United States Senator-elect, who was the principal speaker at the annual banquet of the Middle Atlantic Fisheries Association last evening in the Hotel Pennsylvania.

Dr. Copeland said that at the present rate of the city's growth its population within the next century will be nearly 30,000,000. By this time there will be

neither farms nor farmers enough to supply the demand for meat, and the people must turn to the sea, he said. Fish, he declared, is the cleanest, safest and best of foods.

Edward Leach, president of the Anti-Pollution League, sounded a warning against pollution of streams or the sea. Bilge drippings from incoming oil burning steamers, he asserted, constitute one of the greatest menaces to the fish industry, several species of food fish practically having been exterminated by this practice.

Other speakers were William F. Morgan, Jr., newly elected president; William F. Morgan, Sr., former president of the Massachusetts Association of New York, and William C. Adams, director of conservation of Massachusetts.

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The Gift Intimate—Lingerie

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The Gift for the Home—Linen

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Cases in lovely shades, fitted for every need of a journey—Compact Sewing, and Short Coats of Suede and Patent Leather.

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BABIES' PHYSICIAN SEEMS NEAR DEATH

Another Transfusion Brings No Marked Improvement to Dr. Whitenack.

Dr. Royal Miller Whitenack, Newark's expert on the diseases of infants, who is believed to be dying in the Presbyterian Hospital in that city of blood poisoning contracted through contact with a patient, still was in a serious condition last night. Another blood transfusion yesterday followed a consultation by his physicians, Drs. E. L. Hawkes, Charles E. Teeter and Wells P. Engleton, but it was not apparent last night that the patient has been benefited.

The illness of Dr. Whitenack has caused widespread sorrow in Newark and prayers for his recovery were said in Catholic, Protestant and Hebrew churches throughout the city Sunday. Many mothers whose babies he has restored to health after serious illness, often without accepting a fee, have written to the physician's wife informing her that they are praying for the recovery of her husband and are causing prayers and masses to be said in their churches.

Dr. Whitenack became ill on November 19. The infection developed in his throat. It has spread to various parts of his body, and several operations have been performed. First, the infected throat glands were removed, then his left leg was amputated, but the malady continues to spread, and the physician has been sinking despite operations and blood infusions.

Sunday night Dr. Whitenack was in a coma and death was thought near, but he regained consciousness yesterday morning, recognized his family and spoke a few words with his wife, who has been at his bedside since his illness started.

DRY CHIEF RESIGNED.

Con'e Was Suspended—Working on Appleby's Staff.

Samuel H. Con'e, who was suspended as chief prohibition enforcement agent for New Jersey on November 25 pending the determination of charges made by Senator Edge, resigned on December 1. It became known yesterday. He has since been working as a general agent on the staff of John D. Appleby, division chief, in charge of enforcement in the New York and New Jersey zone.

Mr. Con'e said yesterday that as soon as the investigation of the charges is completed he will seek transfer to a post that will take him out of New Jersey.

The bride got a surprise at 2 o'clock the next afternoon, when her husband's ship hove in sight. Presently the two vessels were abreast and only a quarter of a mile apart, too far for hailing by megaphone, but quite close enough for the bride and bridegroom to see each other distinctly through binoculars and wave greetings.

The bridegroom had gone about twenty miles out of his normal course to see his bride, but it is unlikely that the line will chide him for it. Mrs. Cavalcanti will be at the pier to greet the young skipper when he arrives just after Christmas.

neither farms nor farmers enough to supply the demand for meat, and the people must turn to the sea, he said. Fish, he declared, is the cleanest, safest and best of foods.

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"We haven't found a clue yet"

THE CASHIER of a prominent industrial organization entered his office one morning to find the company's safe rifled and thousands of dollars in negotiable securities missing.

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